

The China Mail.

Established February, 1845.

VOL. XL. No. 6946.

號一川月十年五十八百八千一英

HONGKONG, SATURDAY, OCTOBER 31, 1885.

日四月九日酉

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES & HENRY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—ANDREW PRANCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—MACAO, F. A. DE CRUZ, S. CO., Quemoy, Amoy, Wilson, Tschudig & Co., Fuchow, Hengchow & Co., Shantung, Lantau, Crawford & Co., and Kelly & Walsh, Yokohama, Lantau, Crawford & Co., and Kelly & Co.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL, £2,000,000 PAID-UP, £500,000

REGISTERED OFFICE, 40, THREADNEEDLE STREET, LONDON.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HIBBERT, Manager, Hongkong Branch.

Hongkong, July 4, 1885. 1128

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £7,500,000 RESERVE FUND, £4,500,000 RESERVE FOR EQUALIZATION, £500,000 OF DIVIDENDS, £500,000 RESERVE LIABILITY OF PROPRIETORS, £7,500,000

COURT OF DIRECTORS. Chairman—Hon. F. D. SASSON. Deputy Chairman—A. MOLYNEUX, Esq. O. D. BOTTRELL, M. GROTH, Esq. H. H. HOPKINS, Esq. H. L. DALMUNKLE, Hon. W. KESWICK, Esq. A. P. McEWEN, Esq. W. H. FORBES, Esq. E. E. SASSON, Esq.

CHIEF MANAGER, THOMAS JACKSON, Esq. Shanghai, E. W. CAMERON, Esq. LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance. For Fixed Deposits— For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED. Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, August 24, 1885. 1449

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours 10 to 12, 10 to 3; Saturday, 10 to 1.

2.—Some less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more, at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, before the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, May 7, 1885. 754

NOTICE.

THE Undersigned has been nominated by Special Appointment COMMERCIAL AGENTS for the FOREIGN BUSINESS of His Excellency the VICEROY of CHIEN.

RUSSELL & CO.

Hongkong, August 11, 1885. 1573

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY,

the 2nd November, 1885, at 2 p.m., at his Sales Rooms, Duddell Street,

THE

WRECK OF THE DANISH STEAMER

E X P E D I T,

As she lies of HAINAN HEAD,

TERMS OF SALE.—Cash on full of the hammer.

G. R. LAMMERT, Auctioneer.

Hongkong, October 20, 1885. 1882

Intimations.

GOVERNMENT SHELTER.

TICKETS entitling DESTITUTES other than Chinese to 24 hours BOARD and LODGING in the above Shelters can now be obtained at the Treasury in Books of 20. Each Book costs \$2. Two or more Tickets may be given where extended relief is thought desirable.

The Man relieved will be allowed opportunity of seeking employment.

Charitable persons are earnestly requested to refrain from giving Money to Destitutes, and to avail themselves of the above or some other organised method of relief.

Hongkong, June 13, 1885. 978

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OF DIVIDENDS, £500,000

RESERVE LIABILITY OF PROPRIETORS, £7,500,000

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Deputy Chairman—A. MOLYNEUX, Esq.

O. D. BOTTRELL, M. GROTH, Esq.

H. HOPKINS, Esq.

H. L. DALMUNKLE, Hon. W. KESWICK, Esq.

A. P. McEWEN, Esq.

E. E. SASSON, Esq.

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BUSINESS of His Excellency the

VICEROY of CHIEN.

RUSSELL & CO.

Hongkong, August 11, 1885. 1573

Christmas & New Year Cards.

Business Notices.

LANE, CRAWFORD & CO.

L ANE, CRAWFORD & CO.'S NEW STOCK greatly surpasses that of any previous year. This SEASON'S PARCEL includes some of the most Artistic productions of England and America, and for beauty and delicacy of finish cannot be equalled.

Speciality.

A small Assortment of the above in very chaste, and unique designs, specially painted to order of,

LANE, CRAWFORD & CO.

Each Card will be enclosed in a suitable Envelope to protect it from damage in transit through the post. The above are now on view. An inspection is invited.

LANE, CRAWFORD & CO.

Hongkong, October 24, 1885. 1882

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes walk of the principal Government Offices (including the Post Office), Law Courts, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The ACCOMMODATION and SERVICES of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious</

To Let.

TO LET.

BELVUE, Kowloon, with GARDEN and TENNIS COURTS attached. Entry at once. Apply to G. C. ANDERSON, 13, Praya Central. Hongkong, August 24, 1885. 1447

TO BE LET.

A DESIRABLE RESIDENCE in RICHMOND TERRACE. Apply to J. D. HUMPHREYS. Hongkong, September 23, 1885. 1650

THE PEAK.

TO LET. BUNGALOW at Mount Kallet. FIVE ROOMS, TENNIS COURTS, &c., &c. For 1886 or longer if desired. Apply to JOHN D. HUTCHISON. Hongkong, September 17, 1885. 1625

TO LET.

OFFICES and CHAMBERS, No. 7, QUEEN'S ROAD, lately occupied by MESSRS. JARDINE, MATHESON & CO. Apply to BIRD & PALMER, Who will exhibit Plans and arrange Offices to suit applicants. Hongkong, April 8, 1885. 597

TO LET.

(COLLEGE CHAMBERS) (late Hotel de l'UNIVERSITY), Single Rooms or SUITES of APARTMENTS. NO. 4, OLD BALKY STREET. Apply to DAVID SASSOON, SONS & CO. Hongkong, May 11, 1885. 779

TO LET.

(With Possession from 1st October, 1885.) HOUSE, No. 31, WELLINGTON STREET. Gas and Water laid on. For Particulars, apply to ROZARIO & CO. Hongkong, July 22, 1885. 1235

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

B. STEENKEN, German brig, Captain Chr. Meyer—Melschers & Co.

CENTENNIAL, American ship, Capt. J. M. Beatty—Order.

COVINS ARK, British steamer, Capt. J. Hollis—Man Son Hong.

DARTMOUTH, British barque, Capt. Benj. Flint—Melschers & Co.

DUKE OF ABERDEEN, Brit. ship, Capt. J. Burns—Borthwick Company, Limited.

EDWARD MAY, American barque, Capt. C. A. Johnson—Russell & Co.

ELLEN, American ship, Capt. G. H. Allyn—Russell & Co.

ESTRELLA, Span. barque, Capt. Urisanu—Remedios & Co.

EMERALD, British steamer, 395, G. A. Taylor, Manila October 28, General—Russell & Co.

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Legislative Council even in a Crown Colony, there would, we imagine, be no question as to the power to negotiate the loan as the Council deemed best in the interests of the Colony. The subject is one the discussion of which in Finance Committee is likely to be most interesting, if only the public could get to know anything about it. We trust the official members will ventilate the matter thoroughly in open Council, and that the hole-and-corner proceedings in Finance Committee will serve merely as a rehearsal of their performance in public.

A MEETING of the Victoria Recreation Club was held at the Boatshouse this evening for the purpose of appointing strokes and coxswains for the forthcoming Chairman's, American, and German Cup races. About fourteen adult members were present, and it was proposed, at 6.15, to wait a quarter of an hour for the arrival of other members. After a short interval, Mr. Stewart Lockhart proceeded with the business in hand, and stated to the meeting that there were twenty-two entries of rowing members for the American and Chairman's Cups, and eight coxswains.

The first business was to elect strokes for the races mentioned, for which there were six names proposed, viz., Messrs Glass, Goodlad, Grace, Hughes, Thompson and Haydar.

Some discussion arose as to the selection of coxswains and it was proposed by Mr. Stewart Lockhart and seconded by Mr. Haydar that they should stick to the names of the coxswains on the list.

The following strokes were then elected for the Chairman's and American Cups:—Messrs Glass, Goodlad, Grace, Hughes, and Thompson. For the German Cup, Mr. Grace declined to enter a stroke, and his place was filled by Mr. Hallyay. At the drawing for coxswains, Glass selected Stapani; Grace, George Grimble; Goodlad, Hopkins; Thompson, Caldwell; and Hughes to have his choice of the three coxswains left on the list. The drawing for crews was then proceeded with but was concluded too late for publication this evening.

Mr. H. A. Giles and family were to leave Shanghai for Amoy by the next trip of the *Sequoia*, en route for Tamsui.

Mr. Edwin Arnold, C.S.I., the author of 'The Light of Asia,' leaves for his visit to India on Oct. 28. He will be accompanied by his wife and daughter, and hopes to extend his tour to the Buddhist monasteries of Ceylon, and possibly to Bangkok, where the King of Siam has expressed a desire to receive him.

THE COURIER hears that an inter-port four-card race has been arranged between Shanghai and Ningpo. Shanghai will be represented by four out of the following five:—Messrs Hueting, Hawrod, Pearce, Ure, and Borkowski. The Shanghai men go to Ningpo, and the race was to take place other yesterday or to-day.

'ATLAS,' in the *World*, says:—Such of the diaries of the young explorer, Frank Hatton, have reached England as being arranged for publication by his father, Mr. Joseph Hatton. I am told they do not exactly picture North Borneo as an Arcadia, but rather as a land of headhunters, wrecks, catacombs, mountains, and swamps. To complete the chronicle, a biographic sketch will precede the *Diaries* and *Journals*, and Sir Walter Medhurst will contribute a preface of a historical character. Sampson Low & Co. are to be the publishers.

PRIVATE letters from Saigon inform the *Straits Times* that in addition to the massacres in Annam, upwards of 7,000 native Christians have been killed in the Northern districts of Cochinchina. Among the victims were eight native priests. Three French priests, Father Dangellar, G. G. and Clément were also attacked and had to take refuge in a house, where they were besieged by their persecutors for three weeks, after which they were relieved by their friends.

T. P. & O. Company (says the *N.-O. J. News*) have ordered another tender to replace the *Dragon*, the boiler of which exploded some time ago. Messrs Boyd & Co. have got the contract to build the new boat. We are informed that the single iron connecting the front and bottom of the boiler was split by the explosion for about five feet. The bottom of the boiler was only constructed to carry six pounds of steam, but the working pressure was about twenty-five pounds, consequently there has always been a certain risk. It is improbable that the testing of this boiler by water pressure some time ago may have had the effect of weakening it; hence the accident.

WHICH would we not give (says the *Post*) to be able to interview at this moment Mr. Thomas Stevens, the intrepid English bicyclist, who, on his two-wheeled steed, has ridden across Europe from Calais to Constantinople, and, waxing bolder by success, has pushed on through Asia Minor to Persia. He is now at Tabriz, and from thence he is going to push on through Afghanistan to India. Burnaby's ride to Khiva is nothing compared with this bicyclist's tour to Persia. To what visions of terror he must have given rise in Asiatic villages as he sped noiselessly through a wondering population! To see a wheel running away with a man on the top of it must have suggested thoughts of Shaitan and the Afrits with which the Eastern imagination has peopled the invisible world. But how the world shrinks, and what a prospect does the adventurous cyclist open up before the eyes of mankind! If a bicyclist can trundle his way over Ararat and the Himalayas, what corner of the world will be left unvisited by the silent riders of the iron steed! We shall have tricycling parties to Tibet and bicycling tours to Pekin. Who knows but that before many years of date will be recognized that the inventor of the bicycle has done more to revolutionize the religious, moral, and social ideas of mankind than all the philosophers of our time!

In accordance with a memorial sent to the Throne by all the Viceroys concerned, all the engineers of the Great Northern Telegraph Company who have been engaged in constructing telegraph lines in China, directly or the Government, and for the Chinese Telegraph Company, have been decorated for their services in publishing the list as during the last two years. Mr. Bojanian, the Engineer-Chief of the Imperial Chinese Telegraph, has received the blue button, and the others have been promoted to various grades of the Shuang-Lung or Double Dragon. Meanwhile the desire to be connected by the once-dreaded wire is so strong among all the Viceroys, that before many years over *hien* town in China will have a telegraph office in it. The next large enterprise to be undertaken is a line from Hankow through to Yunnan, the construction of which is to be proceeded with at once. This universal extension of telegraphy is not a very long step towards the introduction of railways, but it is a step, and the Chinese are not altogether wrong if they take as their motto in this matter the safe advice 'festina lente.'—*Courier*.

THE large fire which we stated the other day was raging in Escota's Street in Manila, broke out about half-past nine on Saturday night, the 24th October. The *Courier* says the fire was first discovered in the interior of the store called 'Bazar do I. Bots do O,' on the ground-floor of the magnificent house of M. sra. Azcarraga; the 'Bazar Filipino' occupied one part of the ground-floor. At the time when the church-bells announced the fire, the Commander and officers of the Veteran Civil Guard were about to be entertained at a supper at the Gasua hotel; but at the intimation of the outbreak all ran to the scene of the fire, where one and all worked with a strong will to put an end to the devouring flames. A short delay occurred in procuring the key for opening the main tap. Shortly afterwards, while the Corrida horses were accomplishing good work, a number of Spaniards, with commendable activity, were endeavouring to save the books, money and important documents belonging to the Swedish commercial firm of Lutz & Co., adjoining the one on fire; they next directed their attention to the establishment of Messrs Sosa, which was at one time exposed to imminent danger, as well as that of Messrs Korbas Muno, in David Street, in which was a large amount of merchandise, but such were the efforts of the firemen that they succeeded in localizing the fire, though the engine was kept playing on the shoulderings up to the morning of Sunday.

At the drawing for coxswains, Glass selected Stapani; Grace, George Grimble; Goodlad, Hopkins; Thompson, Caldwell; and Hughes to have his choice of the three coxswains left on the list. The drawing for crews was then proceeded with but was concluded too late for publication this evening.

GENERAL CAMERON'S GOOD-BYE TO THE 'BUFS.'

The following are the valedictory remarks addressed by H.E. Major General Cameron to the 'Bufs' yesterday morning. The speech is a characteristic one:—

I come this morning to bid you all, officers and men, farewell. I shall see many of you again on board ship this afternoon before you leave, but I come now to bid you goodbye as a body—and right sorry I am to say goodbye to a Regiment in which I believe such an excellent spirit prevails and so warm an attachment exists between officers and men.

I wish you all a safe and prosperous voyage. It is doubly disappointing to me to lose you as soon after I assumed command here, and when I had hoped during the cold season to have plenty of opportunity of promoting your efficiency in those field practices of which you now recognize the value, and which it is necessary to be thoroughly efficient in if we are to compete with our continental neighbours. I

have been all my life a Regimental Officer up to the moment I became a General, and I take a deep interest in these Regiments which come under my command, and in none more than the 2nd Battalion East Kent Regiment, whose fortunes I shall

ever follow with lively interest. But my standard of efficiency and discipline is high, and I am bound to confess that though the Regiment compares perhaps favorably with most others in point of character there has been too much drunkenness; 704 cases between the two inspections covering a period of 13 months, and the last week

perhaps you have been a little wilder than usual; those having been over fifty cases of drunkenness and 3 assaults on the Police. If discipline means anything it means the power of self-restraint, and this self-restraint is more necessary the greater the temptation. No one rejoices more than I do in seeing you enjoy yourselves, but never lose your self-control whatever the occasion may be. Don't be content with your conduct and efficiency being only up to the average, but do your best to rise above the average.

That the 'Bufs' will be missed, and that a hearty welcome is extended to the newcomers of all grades, all ranks, and all sizes.

That the new Band is evidently a good one, and can play well the 'reels' for the wild Scotch bodies.

That we need not and ought not to go out of the Colony for the trifling loan of a million dollars.

That the 'rock ahead' of the Spirit Farm is the jealousy felt for the freedom of the port, and the alleged perpetual annoyance it would cause to shipping.

That some hopeful public men think the Colony can afford to rub along without a Spirit Farm.

That the Governor does not care to make up his mind, and will pass on the responsibility to some one else.

That the Senior Unofficial Member deserves the thanks of the community for his action regarding the Finance Committee and other matters.

That at the same time Mr. Ryrie knows that 'Minutes' are not always to be counted on, and that an open Council is the only thing that will fully satisfy the public.

That the taxpayers like to see and to know as much about the expenditure of their money as possible.

That the present 'closed door' arrangement is irregular and must be changed. That the cargo-boat men have the whip-hand so far, and that they threaten to boycott any hong which prosecutes one of their number.

That any private action would mean the stopping of business, and of his mercantile men fight shy.

That the Committee of the Chamber of Commerce know all about it, and can be trusted.

That the Government may not be to blame for the present state of affairs, but that now the grievance has been fairly stated, it is the business of the Executive to put the matter right.

That this may be easier said than done, but that the existence of difficulties may increase but cannot do away with responsibility.

That 'Brownie' believes the Attorney General could fit in this and many other matters, if he were allowed to do so, and received support from the proper quarter.

That the Puisne Judge's doff handling of the scales between Ledbury and the Bull is worthy of all admiration.

That the Bill for relieving the Regia of certain duties is a step in the right direction, and is due to the clear good sense of Sir George Phillips.

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That the Harbour Master may not altogether like the additional duties.

That the *Greyhound* pirates will probably prefer the tender mercies of a Hongkong Jury to the short shift of the Canton authorities.

That it is a gratifying fact that the Chinese authorities have succeeded in this act of justice, and captured several of the pirates.

That the *Currier*'s life is not an easy one, though it might be made so.

That the public trust the Civil Hospital will never again be without a resident surgeon.

That the training season for the Races has brought back the Clerk of the Course from his Northern trip.

That the ladies might occasionally grace the Grand Stand enclosure, and enjoy the fresh morning air, with advantage.

YOUNGSTERS.	
A. H. Jackson, b. Jackson.	13
A. G. Stokes, b. Darby.	8
A. G. Scanlon, b. Travens, b. Darby.	6
A. G. de la Poerier, b. Jackson.	23
G. E. Holoway, a. b. Jones.	6
M. H. Ramsey, b. Darby.	6
W. H. R. Marshall, b. Darby.	22
H. N. Thompson, not entered.	6
F. E. Davies.	1
F. E. Davies.	1
G. C. Minter.	14
Extra.	100
Total.	100

Peking.

(From a Correspondent.)

October 20, 1885.

The visit of His Excellency Li Hung-chang to Peking has been profitable in many respects. For the first time H.E. has attended the dinner parties given in his honour by the Foreign Representatives, ladies being also present. On Sunday last, 18th inst., the Viceroy dined at the Russian Legation, Li Fung Pao, the late Chinese Minister to Berlin, etc., being among the guests. Contrary to his usual custom during his former visits to the Capital, Li Hung-chang called at the different Legations in Western style, i.e. without giving previous notice of his visit, as is usually done by the Chinese officials. All this will no doubt tend to improve the mutual intercourse between Foreign and Chinese officials.

Another result of the Viceroy's visit is the institution by Imperial Decree, lately published in the *Peking Gazette*, of a Marine Board, at the head of which figures H. R. Welch, the father of the Emperor, with H.E. Li Hung-chang, the Marquis Tseng and two others as Assistant Commissioners. All matters respecting the Navy, fortifications and Coast defence have been referred to the said Board.

Li Hung-chang starts to-morrow for Tientsin.

The repair of the most outside walls of the Capital will be completed in a few days. Immediately after these works are finished, the soldiers will commence with the repairs of the stone roads in Peking; the slabs of stone will all be turned round and the broken ones replaced. At present the stone road leading past the Tien Men, to the South of the Tatar city, is almost impassable, especially in rainy weather.

Extensive road repairs are also being carried on in the vicinity of the Palace in the Yellow City.

Already the Chinese take advantage of the better roads and have introduced a few new ones.

The repairs of the stone roads in Peking, which are now in excess of last year's, were however necessary for him to make any remarks in reference to them. There was one very satisfactory feature in connection with the accounts, and that is that the income was 'Ts. 40,000 in excess of that for the corresponding period of last year. The losses, however, had been heavy; and it is to be regretted that they were not made up to—*in fact*, since the accounts were made up and settled there had been about Ts. 20,000 entered, and there were pending claims to the amount of Ts. 300,000 more. For this reason they had entered in the books Ts. 293,000, which was Ts. 20,000 in excess of the corresponding period of last year. It was well known that the *Post* had received a large sum of money from the Chinese, and that the accounts were very disastrous to shipping—*scarcely* so. The vessels which had been lost were a rifle first-class gunboat and a *tsing* (a small gunboat).

The visitors to Peking have lately been allowed to come up to T'ungchow by steam launch. The launch is the property of the C. S. N. Company, and may be hired by any one for the sum of \$40 from Tien-tsin to T'ungchow. Messrs Bell and C. H. Cohen, of their place, and others were the first travellers who came up by steam-launch to T'ungchow about a fortnight ago. Since then other travellers have also availed themselves of this pleasant means of travel.

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The journey from Tientsin to T'ungchow, which formerly required several days by river, may now be made in less than 24 hours. The launch draws about 18 inches and could easily make the passage in 12 hours, if not delayed by the shallowness of the river in certain parts. A paddle boat drawing less water would therefore certainly be preferable.

As I said before, undoubtedly an excellent feeling exists in the Regiment and pro-consideration towards all those it has been brought in contact with.

You will not probably be detained long in Egypt; and I now wish you from my heart a happy return home to friends and relations. Only don't lose your self-control whatever the occasion may be. Don't be content with your conduct and efficiency being only up to the average, but do your best to rise above the average.

That the 'Bufs' will be missed, and that a hearty welcome is extended to the newcomers of all grades, all ranks, and all sizes.

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THE CHINA MAIL.

NO. 6946.—OCTOBER 31, 1885.

ENGLAND, FRANCE & INDO-CHINA.

The current number of *Blackwood's Magazine* contains an interesting article on the above subject. Playing sketched the history and present condition of Cambodia and Siam—the two central kingdoms of the Indo-China peninsula—and of the colonies which flank them. Burma on the West and Annam on the East, the writer came into the proceedings of the French in Annam, and the British in China which resulted, therefore, and which ended in peace being made by China agreeing to recognise the French protectorate over Annam. He points out that the net result of all this is that at the present moment France has incorporated into her dominions the whole littoral, extending upwards of 200 miles in length, from the Chinese province of Kwang-tung to the frontier of Cambodia. The writer then proceeds as follows:—

As we have already said, French designs on Annam began in a desire to inflict a stain on the prosperity of England, and they were doubtless subsequently fostered by the reported mineral wealth of the country. Later investigations have, however, thrown considerable doubts on the value of the coal and other mines, and unquestionably the difficulty of getting at them is so great, that under French auspices their principal importance, even supposing them to be as rich as they were represented to be, amounts to very little. In fact, the invasion of Annam is another instance of the invincible faith which the French have of undertaking arduous and difficult campaigns with light hearts begotten of ignorance. To the petitions of the shoukyards, the conquest of a country defended by Oriental soldiers appears to be a matter of easy accomplishment. But it never enters into their calculations that a country to be annexed must not only be conquered but must be held—that though by a succession of daring dashes it may be possible to gain possession of fortresses with a handful of men, that handful may very readily melt away before repeated attacks made by overwhelming numbers. These lessons they seem incapable of taking to heart, and year after year they throw away the lives and treasure of their countrymen in such fruitless enterprises as the attacks on Madagascar and Annam, and the occupation of the banks of the Congo. For the inhabitants of Great Britain, with rapidly increasing numbers and narrow limits of territory, colonies are absolutely necessary as homes for surplus population. The want that made itself felt, and the acquisition of colonies followed in obedience to the natural law of supply and demand. But so far as from France can be seen populated, great difficulty is found in some country districts to find labourers for the cultivation of the soil; and so far from them being any natural desire on the part of Frenchmen to emigrate to French colonies, it was, as late as 1883, considered necessary by the Colonial Minister to bring in a Bill for the loan of 2,000,000 francs to encourage emigration to Algeria, the nearest and best-liked of their dependencies. But there is no need to emphasise the fact that Frenchmen do not make good colonists. They lack that mixture of adventurous spirit and power of persevering industry which has enabled us to turn the virgin soils of Canada, New Zealand, and Australia into fruitful fields. They have not the courage to go out alone into new and untried regions, and they implore and seek when they find themselves cut off from their friends and separated from their country. Statistics show that not more than 4,000 emigrants leave the shores of France in a year, all of whom, with the exception of about 300 who go to Algeria, find their way to British colonies and the United States. The predilection for other dependencies than their own is to be accounted for in two ways. In the first place the French colonies are ill-chosen with regard to climate—the paddys of Cochin-China and Annam, the rocky ravines of Madagascar, and the swamps of the Congo, being one and all eminently unattractive to the European constitution; and secondly, the ineradicable tendency of the French official mind towards bureaucratic institutions results in the imposition on every newly acquired province of hosts of officials who take a delight in justifying their existence by inflicting vexatious enactments and petty annoyances on all who come under their sway. And if, as we have seen, only some 300 emigrants visit Algeria, the best favoured and the most easily accessible of the French colonies, what hope can there be for the success of such distant dependencies as Cochin-China and Annam?

It is stated by Mr Scott, in his recent work "France and Tonquin" that at the present time, after France has been in possession of the Cochin-China provinces for twenty-three years, only one French mercantile firm is to be found at Saigon. It is a fact, also, that for the first eighteen months after the signature of the much vaunted Franco-Annamite treaty of 1874, no French merchant vessels entered the Red River. Eleven English ships, six German, and 116 Chinese availed themselves of the opening of the new port, but not one French. But the climax is reached when we find that in Cochin-China the population decreased from 1,697,015 in 1880 to 1,649,497 in 1883. On the other hand, the annual value of the imports and exports shows a slight tendency to increase. Thus, according to official returns, the imports in 1878 were of the value of 3,422,889 dollars, and four years later the amount had risen to 3,224,735 dollars. In the same way the exports within the same period, except up to 1884, 824,029 dollars, 11,812,415 dollars. Notoriously the colony is a constant drain on the Republican treasury, and unless in the future there should be a steady influx of emigrants from France, the outlay will have been found to have been incurred for the benefit of other nationalities alone. Among the residents French population there is, in common with the population generally, a marked tendency towards numerical decline, as is shown by the official statistics of 1880, from which we learn that in that year at Saigon there were 7,400 French marriages, 40 births and 102 deaths. Not only, however, do Frenchmen make bad colonists, but they everywhere fail to gain the confidence and enlist the co-operation of the natives over whom they assume rule. The French moral fibre is not strong enough to withstand the enervating effect of debased Oriental life. Instead of raising the natives to their own level, they fall to the level of the natives, and by this process they lose all title to respect, as well as all the influence for good which should attach to them as belonging to a higher and a Christian civilisation. With this loss of respect goes also the confidence of the natives in the justice and the dealing of their conquerors, and the French have no other weapon than the Chassepot with which to encounter the dialect and unwillingness to submit thus engendered. The result is that a permanent garrison of 4,500 men is required to support the 1,362 civil functionaries who govern Cochin-China; and in Tonkin and Algeria, with a population of less than 3,000,000 men is necessary for the preservation of peace. A comparison of these figures with the statistics of India where, with a population of 250,000,000, 50,000 British troops are held to be sufficient to protect the country from disorder and violence, illustrate the different

effects produced on Orientals by the objectless and tyrannical rule of France and the wise and just government of England. Unfortunately, also, in moments of danger and excitement, the tiger element in the French character shows itself with terrible results; and the atrocious cruelties of which soldiers fighting under the tricolour have at times been guilty in Algeria and Annam add enormously to the weight under which French rule has to struggle, and have left a legacy of hate which would take many years of even "just" and temperate government to obliterate from the minds of the people. As colonies Cochin-China and Annam, including Tonquin, are and must remain valueless to France; but more than this, they are proving extremely costly. The reported mineral wealth of the country, later investigations have, however, thrown

considerable doubts on the value of the coal and other mines, and unquestionably the difficulty of getting at them is so great,

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